

authority at all levels, from the field to headquarters. So current INS regional and district offices would be eliminated and replaced with separate networks of immigration services and enforcement area local offices. Not only will restructuring in this manner enhance enforcement of the Nation's immigration laws and improve the delivery of services, but it will greatly improve the ability of the INS to perform its duties effectively and efficiently and will increase accountability.

In addition, a strong, centralized leadership for immigration policy-making and implementation would be created. This position would be within the Department of Justice and called the Associate Attorney General for Immigration Affairs. This single voice is needed at the top to coordinate policy matters and interpret complex laws in both enforcement and adjudications, so as to ensure accountability and effective implementation.

The single executive would report to the Attorney General and be responsible for (1) integrating immigration policy and management operations within the Department of Justice, (including coordinating policy-making and planning between offices so as to ensure efficiencies and effectiveness that result from shared infrastructure and unified implementation of the law); (2) maintaining the crucial balance between enforcement and services; and (3) ensuring a coherent national immigration policy. It is crucial that a single, high-level Department official speak for the Executive branch on matters involving immigration policy and that this official have the authority to direct and manage our immigration system to ensure that immigration policy and management is fully integrated and coordinated.

H.R. 1562 also mandates that immigration enforcement and services functions must be supported by a set of shared services, including records, technology, training, and other management functions.

Finally, it is important that the service/adjudication as well as the enforcement function is fully funded. All offices need to have stable and predictable sources of funding. Appropriated funds must supplement user fees so as to improve customer service, offset the costs of those adjudications for which no fees are charged, and fund all costs not directly related to the adjudication of fee based applications.

I urge my United States House of Representative colleagues adopt this legislation. The INS desperately needs restructuring. We must continue to fight to solicit not only promises of better services from the INS, but actual, better service. We must compel the agency to redouble its efforts to assist immigrants rather than simply increase the fees that it imposes on its customers.

#### NATIONAL DEFENSE

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. HUNTER) is recognized for 5 minutes.

Mr. HUNTER. Mr. Speaker, I wanted to talk for just a couple of minutes following the eulogy and the little memorial discussion that we had with respect to our old friend FLOYD SPENCE

who really represented the idea that you needed to have a strong national defense to maintain all of our other freedoms and who dedicated his career as a member of the Committee on Armed Services and ultimately the chairman of the committee to national defense.

I thought that the best service we could render to FLOYD right now would be to remind our colleagues that we still have a lot of work to do with respect to national defense. We are still short on ammunition, measurably short. We are \$3 billion short in terms of the Army's requirements and several hundred million dollars short with respect to the Marine Corps. We are still vastly short on ammunition. Spare parts, we have now cannibalization taking place across the array of front line aircraft, the front line fighter. I am talking about F-15s, F-15Es and F-16s. Their mission-capable rates are dropping off the cliff, meaning that they now are not as ready as they used to be to be able to go out and do their mission and come back.

We still have personnel problems. We are still some 800-plus pilots short in the United States Air Force and across the services. We have lots of personnel shortages.

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So we have a need, Mr. Speaker, to spend about an additional \$50 billion per year on top of what we are spending right now. I would remind my colleagues we are spending roughly \$125 billion a year less than the Reagan administration did in the mid-1980s in real dollars.

So I think that the best service we can do to FLOYD's memory is to carry the flag that he carried, which is to remind our colleagues that we need to preserve a strong national defense.

I would yield to the gentleman from Indiana (Mr. BUYER), a good friend, a former member of the Committee on Armed Services, a veteran, and a veteran of the Gulf War, and a person who believes in defense.

Mr. BUYER. Mr. Speaker, I thank the gentleman for yielding.

When the gentleman comes up with his \$50 billion number, what he did not mention, and I ask him to elaborate a little bit, is on the question of deferred maintenance. When one looks at this past decade of the 1990s, in the post-Reagan buildup, we began to use a lot of the equipment, use those maintenance facilities, and now the bill is coming due, is it not?

Mr. HUNTER. That is absolutely right. I think the gentleman from Pennsylvania (Mr. WELDON) is going to speak later on on this trip that he took across the bases in this country and reviewing all of the deferred maintenance, the potholes on the runways, the repair on aircraft, but also the infrastructure maintenance, just keeping

our buildings in good shape, keeping military housing in good shape.

When we would have to go to a mission, let us say to a Bosnia or another place, another operations area, instead of the administration, then the Clinton administration, asking for more money from Congress, they would simply reach into the cash register and take out money that was going to be used for maintenance.

So having used that money and not replaced it, when the services looked for money to be able to repair their old buildings, repair their runways, furnish spare parts, it was not there.

Mr. BUYER. When I look back now at the 1990s, I say as Congress sought to react to some of the personnel problems, we repealed the reduction, we reformed the retirement system, we made reforms in the pay tables, we increased military pay, we addressed the health care, we addressed the food stamp issue, so we focused a lot on personnel and people.

Now we need to focus on all that deferred maintenance that is going to come crashing down upon us. And shame on us if we do not focus on it, because the gentleman is absolutely right, it is the water lines, it is the pipes, it is the roofs, it is the equipment, it is the automobiles, and the list goes on and on. I am most hopeful that it is something that the administration will be leaning forward on.

Mr. HUNTER. I hope the administration works with the gentleman from New Jersey (Mr. SAXTON), who is chairman of the Subcommittee on Military Construction in the Committee on Armed Services to come up with some new ways to buy military housing for military families, because, as the gentleman knows, a lot of that housing is 20, 30, 40, 50 years old; and in a lot of places around the country our young families do not have housing available on the bases. There is not housing. They have to go out on the economy, and in places like San Diego you are looking at \$1,000, \$1,200 a month for the smallest amounts. So we have some major problems to fix, and that means money.

Mr. BUYER. The gentleman is bringing a defense bill to the floor next week. What are the major themes of that defense bill?

Mr. HUNTER. We are going to try to do a lot of things with what we have, with the \$18 billion in extra spending that we anticipate this year above and beyond what we call the "Clinton baseline." But that \$18 billion, once again, does not come close to solving the equipment problem, which is about a \$30-billion-per-year problem, solving the ammunition problems, the people problems, the other problems we have across the board. We are going to do as much as we can.